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SOURCE      Gudok.

INTRODUCE SUMMER SCHEDULES;  
RR LOADING AND HAULING IMPROVE

SUMMER SCHEDULE GOES INTO EFFECT -- Gudok, No 62, 24 May 50

The summer schedule for train traffic went into effect at midnight Moscow time 21 May throughout the USSR railroad network. During the first 2 days, the operations of 23 railroad systems were affected 90-100 percent according to the new schedule.

TO INCREASE OPERATIONS -- Gudok, No 58, 14 May 50

The summer schedule to be put into effect in the near future provides not only for fulfilling but also for exceeding the state plan for freight hauling. At present, the level of carloadings is already considerably above the level provided for by the last year of the Five-Year Plan.

The summer schedule provides for an increase in the volume of traffic of 126,000 train-kilometers over the 1949 schedule and increase of 357,000 train-kilometers over 1940. The average train weight will be increased by 27 tons in comparison with 1949 and by 119 tons in comparison with 1940. Average speed excluding stops will be increased 3.3 percent in comparison with 1949 and on 20 railroad systems will be higher than the prewar level. Average speed including stops will be increased by 3.5 percent and on the whole railroad network will be higher than in 1940. On the Perm' Railroad System, average daily locomotive runs will be 29 kilometers higher than the 1949 figure and 52 kilometers above the prewar figure. Passenger traffic will be increased by 33,000 train-kilometers in comparison with the summer of 1949.

The summer schedule, by reducing stops at intermediate stations and cutting down running time, permits an acceleration by 3 hours of freight-car turnaround time. This can release more than 10,000 cars from the freight-car park, given the same amount of freight hauling. The yearly saving will be about 240 million rubles. The anticipated acceleration of locomotive turnaround time by one hour will permit a reduction of the number of operating locomotives by hundreds and will save about 350 million rubles per year.

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However, there are many railroad systems where the schedule has not yet become the foundation of all carrying activity. During the second 5 days of May, only 27 percent of all freight trains ran according to the schedule on the Kuybyshev System; the figure was 30 percent on the Krasnodar System and 32 percent on the South Ural and Southeastern systems.

#### RR TRANSPORT BECOMES PROFITABLE -- Gudok, No 44, 12 Apr 50

In 1949, railroad transport became one of the profitable branches of the national economy as a result of an increase in the productivity of labor, a reduction of the cost of freight hauling, introduction in many places of mean progressive norms, and also as a result of many organization measures, such as the introduction of new freight rates, a change in the system of planning and distributing income from freight hauling between the railroad systems, and transfer of basic enterprises to cost accounting.

However, these successes cannot mask the fundamental fact that railroad transport is still lagging in regard to the decisive qualitative index. Freight-car turnaround time is still slow, the tractive effort of locomotives is poorly utilized, there are still overexpenditures of fuel in the face of the general fuel savings, losses from damaged freight are still great, etc. There are some administrators who are interested only in making the wheels turn, and pay no attention to the economic aspects of railroad operation. In March, the Sverdlovsk Railroad System completed the freight-hauling plan, but used 60 extra locomotives and increased freight-car turnaround time by 32.2 hours, causing the state a loss of 18 million rubles.

#### APRIL CARLOADING PLAN COMPLETED -- Gudok, No 54, 5 May 50

The state plan for carloadings and unloading for April was completed by the USSR railroad network as a whole. Freight-car turnaround time was accelerated by 0.5 day in comparison with March. All liabilities in regard to carloadings accumulated during the winter months were liquidated.

The four-month plan for carloadings was completed ahead of schedule by the Northwestern, Western, Southwestern, Central, and Central Asia railroad okrugs and the Western, Ashkhabad, October, Vinnitsa, Leningrad, Brest-Litovsk, Moscow-Donbass, Belorussian, Latvian, Odessa, Lithuanian, Kirov, Southwestern, Kalinin, Kovel', Moscow-Kiev, Karaganda, Southern, Far Eastern, Turkestan-Siberian, Yaroslavl', Tomsk, Omsk, Orenburg, Southeastern, Moscow Inner Belt Line, Moscow-Kursk, Moscow-Ryazan', Kishinev, and Estonian railroad systems. The North Donets, South Donets, North Caucasus, Sverdlovsk, South Ural, Transcaucasus, Stalingrad, Ordzhonikidze, Transbaykal, Azerbaydzhan, Kazan', Ryazan'-Ural, and Primorskiy systems completed and exceeded the April plan for carloadings, but did not eliminate the liabilities incurred in the first quarter.

During April, the best results in meeting the assignment for freight-car turnaround time were achieved by the Karaganda, Far Eastern, Moscow-Donbass, Brest-Litovsk, Pechora, Latvian, Leningrad, Western, Moscow Inner Belt Line, Ashkhabad, Turkestan-Siberian, Amur, Vinnitsa, Kovel', Tomsk, and Moscow-Kursk railroad systems.

#### ORENBURG SYSTEM REACHES PREWAR LEVEL -- Gudok, No 28, 5 Mar 50

The Orenburg Railroad System has exceeded the prewar level for freight hauling. In 1949, average daily carloadings exceeded the prewar level by 68.3 percent and average daily unloadings exceeded the prewar level by 83.6 percent.

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TO IMPROVE DONETS-VOLGA JUNCTION -- Gudok, No 59, 17 May 50

The Main Traffic Administration of the Ministry of Transportation has taken steps to improve the situation in regard to the junction between the Volga and Donets railroad okrugs. A special team headed by Rudoy, head of the Main Railroad Car Administration, has been sent to the Kuybyshev System and the Penza railroad center. In order to accelerate the handling of the growing freight flow from the Southeastern System, the utilization of the Syzran'-Sennaya and Sennaya-Saratov sectors will be improved and the Penza railroad center will be improved. The facilities of the Saratov railroad center have been strengthened by the addition of five receiving and dispatching tracks.

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